

## VEIL OF MYSTERY THROWN ABOUT F-4 CAUSES COMMENT

Navy Department Order Barring  
Newspaper Men Casts Sus-  
picion Upon Its Motive

PUBLIC BEGINS ASKING  
PERTINENT QUESTIONS

Report Says Several Things Re-  
garding Wasp Are To Be  
Covered Up

The order excluding the representa-  
tives of the press from the final opera-  
tions in the salvaging of the submarine  
F-4, which has been issued explicitly  
by Rear Admiral Moore, has naturally  
excited some curiosity among Honolulu  
and whose sympathy towards the rela-  
tives of the victims of the submarine  
disaster have been amply and substan-  
tially demonstrated.

According to well-defined rumors  
along the waterfront, which have been  
in circulation ever since the newspapers  
were notified that they would be al-  
lowed to opportunity to witness the  
emergence of the submarine or given  
any chance to report upon the condi-  
tion of the craft when she is finally  
in the floating drydock, the local news-  
papers have decided to keep the  
presence away because it is well known  
what will be found and it is not desir-  
able that the representatives of the  
press, who are likewise the representa-  
tives of the public, should be in a po-  
sition to ask awkward questions.

Something Seems Wrong  
If current report is to be believed,  
there are a number of things concern-  
ing the known condition of the F-4  
which would reflect upon someone very  
seriously if announced publicly.

For instance, there has been much  
comment and discussion and argument  
as to whether the twenty-one men who  
went to their death in the sea-wasp  
died almost instantly or if they suffered  
a lingering death.

Submarines of the F group are de-  
signed to carry gear for the sounding  
of a submarine bell in underwater prac-  
tice or in case of catastrophe. This  
bell is the only means of telegraphic  
communication which submarines have  
when submerged. The designs of the  
F group provide for a regular air gear  
and an auxiliary hand gear to control  
this bell.

When the F-4 took its dive on March  
25 it carried its air gear, the limit  
of which was forty-five pounds and  
which would be useless at a depth  
greater than 100 feet.

Not a sound was heard from the F-4  
from the time she was sent to make  
her last dive by officers and men of  
the steamer Holani on the morning of  
March 25. If she had been in a depth  
less than 100 feet and men on her were  
alive, they could have telegraphed.

It is apparent that she went quickly  
to a greater depth. It remains to be  
publicly proved, and it has not been  
officially admitted, but reports are that  
the F-4 did not carry auxiliary hand  
gear on March 25 when she made her  
fatal dive and by means of which the  
entombed men could have communicated  
with mates on other submarines.

Is Marker Buoy Shows  
There has also been much discussion  
and argument why no marker buoy ever  
came up from the F-4 when it went to  
sight. The F group are designed  
as to be able to send up a buoy to  
the surface in the event of catastrophe.  
No such buoy ever came up from the  
F-4. Report has it that the F-4 marker  
buoy is now on the tender Alert and  
was not carried by the sea-wasp when  
she went out for practice on the day  
of her fatal plunge. It is generally  
conceded, however, that the F-4 is a  
heavily torn and battered that it will  
be hard to determine if she carried a  
marker buoy when she put out. Divers  
who have gone down have repeatedly  
reported that the submarine is lying  
almost upside down and that her super-  
structure is practically cleared away.

The salvage valve has also come in  
for attention. This is another safety  
contrivance for submarines of the F  
group. It is an obscure little contriv-  
ance on the port side of the subma-  
rine, well forward of the conning  
tower, and is the only means of getting  
air into the ship when sealed from the  
outside except by breaking in a port  
hole.

The salvage valve cannot be operated  
from the inside. It is simply an air  
vent from the exterior for emergency  
use. To prevent possible tampering  
and resultant leakage the "wheel"  
which controls the valve is locked with  
a Yale lock.

Print Fills Keyhole  
Keys to this lock are kept on the  
waterfront. As it is reported that the  
safety appliance was furnished by the  
designers and builders, it had been  
neglected. It is understood that navy  
officials have admitted that coats of  
paint have been applied so liberally  
and frequently that it would be impos-  
sible now to insert a key into the lock.  
If an air hose is to be attached, the  
diver on the job will be compelled to  
saw off the valve with a back saw be-  
fore he can make an attachment.

There is no disguising the fact that  
there is pliancy and bitter feeling be-  
tween officers ashore and officers afloat  
in regard to recent developments in  
the F-4 salvage work. Admiral Moore  
is supreme in command of the shore  
station. Commander Kittell is su-  
preme in command of all craft afloat.  
It is no secret that there have been  
clashes between the two commanders  
and authority.

The Brooklyn navy yard divers have

## Work On F-4 Is Prevented By Rough Sea

COMDR. J. A. FURER,  
Naval Constructor in Charge of  
Mechanical Operations Connected  
With the Salvaging of the F-4.



## Although Sunken Submarine Lies In Comparatively Shallow Water 'Seeing' is Poor

CONTINUED rough seas prevented  
any work on the submarine F-4  
yesterday, except for cleaning up  
the scows and making minor repairs.  
A gang of men was busy on this work  
at Quarantine wharf most of the day.  
A buoy marks the place where the sub-  
marine lies, so that there should be  
no difficulty in locating the craft when  
conditions are better.

There will be diving today, if the  
sea is smoother. Lieut. C. E. Smith said  
last night. An air line may be run  
to the submarine salvage valve, but  
this will depend on the report the  
divers make. Although the F-4 lies  
in much shallower water than any in  
which divers have examined her closely,  
the "seeing" is poor, due largely to  
the mud stirred up by the dredge D.  
P. Dillingham, at work inside the har-  
bor, and in part to the naturally dirty  
water near the channel entrance. For  
these reasons reports of the divers may  
not be as complete as might be ex-  
pected. Frank Grilly, who descended  
Tuesday, could see little.

The F-2, under command of Lieuten-  
ant Scamland, made a twenty-two foot  
dive yesterday, remaining under the  
surface about thirty minutes. The F-3  
dived the day the F-4 was lost to  
"listen in" for signals, but she had  
not dived since. The F-2 has been  
seen ever since the F-4 not at all.

The F-3 crew is very anxious to get  
the F-4 raised and target practice start-  
ed again, so that it can defend its  
trophy, which it has held for two years  
as the most efficient submarine in the  
navy. This is a bronze tablet, designed  
by Henry Reuterbach, the well-known  
marine artist. The practise must be  
held by July; otherwise the F-3  
will lose the trophy by default.

## EPISCOPAL DIOCESE GETS GIFT OF \$5000

Episcopal church work in the Is-  
lands will be aided greatly by a check  
from "a friend on the mainland," re-  
ceived by Bishop Henry Boud Restar-  
iek. Announcement of the gift was  
made by Bishop Restariek at a dinner  
at the University club, given by the  
church club of St. Andrew's Cathedral  
to the clergy and delegates to the thir-  
teenth annual Episcopal convention.

The person who gave the money  
asked that his name not be made pub-  
lic. He visited Honolulu recently and  
inspected the mission work of the  
church.

been one of the butts of the contro-  
versies. They came here on the Mary-  
land by order of Secretary Daniels and  
immediately began to smash world re-  
cords for deep diving. They went to  
unprecedented depths and one mem-  
ber of the corps was so overcome by  
his exertions that it was necessary to  
send him to a mainland hospital.

Diving Apparatus Refused  
Since the submarine has been  
dragged into shallow water where  
divers can work from four to six hours  
about the seawasp without incon-  
venience attempt has been made to  
throw the diving plums to submarine  
divers. An officer of the seawasp  
Maryland went to the commander of the  
Maryland and asked for use of diving  
apparatus for the submarine men. The  
request was refused. Commander Kittell  
ruled that the extra money which  
the government pays for diving should  
go to those who risked their lives in  
making the deep dives during the early  
days of the salvage proceedings which  
resulted in the bringing of the subma-  
rine to her present location.

Boiled a general yesterday that the  
submarine has been badly torn and  
battered during the course of her jour-  
ney from a depth of 300 to forty-five  
feet. This will be determined by the  
divers as soon as the heavy seas sub-  
side. A visit by divers to the vessel  
will be the next move. It is used  
for divers to go down during the  
present rough weather. The heavy  
swells cause and to swirl about the  
wasp so densely that the hull can  
hardly be seen. The divers can only  
work by feeling and this is considered  
waste of time and energy.

If the divers, on their next descent,  
find that the boat contains no great  
holes on the upper side, efforts will  
be made to lighten the seawasp by pump-  
ing in air. If an air hose is attached  
back saw to cut away the intervening  
lock.

Prof. J. S. Donaghy of the College  
of Hawaii has furnished to The Adver-  
tiser a table showing the approximate  
time on the given dates, when Mellish's  
(1915) comet may be found due South,  
and at what elevation above the hori-  
zon one should look.

The comet will be below the horizon here  
about June 7, returning later in the  
month. It is a new comet and so far  
as astronomers know at the present has  
no previous history. Professor Donaghy's  
interesting table is as follows:

South Elevation  
May 29 3:45 a. m. 20 degrees  
June 2 4:05 a. m. 10  
June 5 4:25 a. m. 10

## MAYOR TENDERS SEAT OF QUINN TO R. W. SHINGLE

President of Local Trust Com-  
pany Is Considering Enter-  
ing Public Life

MAY JOIN SUPERVISORS  
AS MEMBER OF BOARD

Vacancy Offered To Him and  
Mayor Lane Hopes He  
Will Accept

If Robert W. Shingle, president of  
the Waterhouse Trust Company, can be  
prevailed upon to accept the office, he  
will fill the vacancy created on the  
board of supervisors by the death of  
James C. Quinn.

Shingle is the choice of Mayor Lane  
and he has been offered the appoint-  
ment.

Shingle Considering Matter  
Shingle, who is sick at  
home, has said that he was consid-  
ering the matter but was not then pre-  
pared to give an answer.

Mayor Lane stated last night that  
he hoped Shingle would accept the  
clear to accept the vacant chair on the  
board. "I consider that he would  
make a most acceptable official," said  
he, "especially in view of the fact that  
several complicated financial problems  
will shortly confront the board, and  
bearing in mind Mr. Shingle's large and  
varied experience in financial matters."

Shingle Generally Acceptable  
Judging by comments around town  
Mr. Shingle as supervisor would be ac-  
ceptable to all sections and all factions.  
There is little doubt that if appointed  
Mr. Shingle would receive the unani-  
mous approval of the board.

Mr. Shingle has held the position of  
city treasurer and is thoroughly fami-  
liar with municipal matters from many  
angles.

## MARY SMITH MAY BE PRESS AGENT'S ALLY

Mary Smith, the young woman who  
took chloroform in the grounds of the  
Moana Hotel on Wednesday night, and  
who was taken to Queen's Hospital,  
made a quick recovery.

Yesterday morning she dropped in  
at the police station, asked for a hand-  
bag that had been found lying near  
her, and the miss. of a play, and  
appeared, without even saying good-  
bye.

The title of the play was "School  
Days," which is to be presented at an  
entertainment for the benefit of the  
Leahi Home tonight.

A Miss Madeline Smith, residing  
near the corner of Lanania and Pen-  
sacola streets, was very busy yester-  
day explaining that she and the Mary  
Smith, who slipped off a lethal drug,  
were entirely separate and distinct  
persons.

The question is: Has the indefat-  
igable press agent again been getting  
in his insidious work?

## CLERK SAYS ELECTIONS MUST BE SEPARATE

With regard to the proposal to hold  
an election to vote on a proposed issue  
of bonds for the reconstruction of a  
new city hall, in connection with the  
coming special city election for the  
selection of charter delegates to be  
held on July 6, City Clerk Kalanoka  
lani expressed himself yesterday after-  
noon as follows:

"I fail to see any possibility of the  
proposed bond issue election being held  
in conjunction with the charter elec-  
tion in July.

"The actual working out of the elec-  
tion laws would prohibit this. Such  
an election must be separate, as time  
must be given for a proclamation be-  
ing advertised and authority must be  
vested in some city official in regard  
to the appointment of inspectors of  
election. If the bond issue is held as  
proposed and a protest should occur,  
I have no doubt whatever that such  
election would be declared invalid by  
the courts."

## MELLISH'S COMET SOON WILL BE VISIBLE HERE

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## ITALIAN VESSEL SAVED BRITISHER FROM THE EMDEN

City of Bristol Here For Bunk-  
ers, Escaped Raider With  
Cargo of Tea

SKIPPER TELLS HOW  
THE WARNING CAME

Sentiment of Italy Towards Allies  
Thus Shown Early In  
Great Conflict

How an Italian ship warned him of  
the presence of the German cruiser Emden  
and how, in turn, warned shipping at  
Calcutta, resulting in its being  
raised up for twenty-two days, was re-  
lated by Captain J. Mayall of the British  
steamer City of Bangalore, which called  
here yesterday for bunkers. She is on  
route to Vladivostok.

Captain Mayall had sailed from Cal-  
cutta September 12 with tea valued at  
\$3,750,000.

Out of Calcutta, he was stopped by  
signals from the Italian ship Loreto.

"He gave me a signal for a sailing  
ship," the captain went on. "I stop-  
ped, and then he hoisted this: 'Epe-  
my's cruiser in vicinity.'"

"That was hard for me to under-  
stand, for I figured that anything that  
was friendly to Italy, an ally of Ger-  
many, was an enemy to England, but I  
waited for him."

"He came alongside, and spoke to  
me through a megaphone. He said he  
had seen the Emden sink four British  
ships the day before, and that she was  
waiting for me and for the pilot boat."

I turned back and made post-  
haste for Calcutta, and shipping was  
held up there for twenty-two days for  
fear of the Emden.

This warning Captain Mayall took to  
Calcutta was the first that had been  
given British shipping, and undoubtedly  
it saved many ships from being  
caught by the Emden.

"How did the Emden know you were  
coming out?" Captain Mayall was asked.

carelessness With Messages  
"By wireless," he replied, "and it's  
something I cannot understand, why  
they were so careless with their mes-  
sages. After I had turned back and was  
lying in the river I picked up a message  
in plain English, being sent to the vi-  
cinity, that the Emden could have pick-  
ed up as easily as I did."

Captain Mayall agreed with the com-  
mon belief that the Emden's captain  
was a good sport.

"He caught the British ship Kabinga  
out of Calcutta, the City of Bangalore  
and he said he wouldn't need a  
woman out in a ship's boat. So he  
went to the captain of the Kabinga:  
This ship belongs to the German Kaiser  
and not to Mr. Ellerman any more. I  
give her to you. He also sent back on  
the Kabinga about 400 persons he had  
taken from the four British ships that  
he had sunk before I came along."

From Calcutta, the City of Bangalore  
sailed for London, and then for Calcutta  
again. From India she sailed for  
Boston and New York, which brought  
her on her present voyage through the  
Panama Canal for Vladivostok.

The voluntary warning of the Italian  
ship showed how, even that early in  
the war, the sentiment of Italy was for  
the Allies.

Merely by keeping silence, the  
Loreto could have helped the Emden  
immensely in her raid against British  
shipping in the Orient. She preferred  
to warn the City of Bangalore.

When she passed through the Suez  
canal, February 25, the bridge of the  
City of Bangalore was protected against  
bullets and shrapnel from the Asiatic  
squadrons.

The steamer was British and  
Asiatic squadrons protecting the canal  
but there was no engagement.

Pilot Lost His Leg  
A short time before she passed  
brought, however, Pilot Carew, in  
charge of the Indian Marine steamer  
Lauding, had lost his left leg and had  
suffered a broken arm by a shell which  
struck him.

And yet, he wanted to take the  
ship through before his leg received at-  
tention," said Captain Mayall.

## PUNAHOU WILL HONOR LIEUTENANT LYMAN

Punahou will do honor to Lieut.  
Clarence K. Lyman, class of 1909, by  
a special service this morning at ten  
o'clock. The exercises will consist  
of a brief program, in which his  
service to his country and his example  
to his people will be emphasized. Capt.  
W. D. Chitt, captain of Troop D, in  
which Lyman served, and Miss Ethel  
M. Damon, who was in Punahou at the  
same time with him, will speak briefly,  
and there will be special music. It  
is expected that his classmates and school  
mates will be present and join in the  
service. Lieutenant Lyman died re-  
cently from injuries received while  
playing polo on Moanalua Field.

D. P. Nicholson, who has just com-  
pleted his junior year in sugar tech-  
nology at the College of Hawaii, has  
been appointed assistant chemist of the  
Hawian Agricultural Company, Pa-  
hala. He will leave for Kan tomorrow  
in the Mauna Kea, and will return to  
his college the middle of September  
to complete his senior year.

Per S. S. Mauna Kea, May 25 (Hilo)  
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## PORT OF HONOLULU

ARRIVED

Str. Matsonia from San Francisco,  
7:20 a. m.

Str. Mauna Kea from Hawaii, 7:20  
a. m.

Str. Mongolia from Yokohama, 5:10  
p. m.

Str. W. G. Hall from Kauai, 3:20 a.  
m.

Str. Maui from Hawaii, 4:50 a. m.

Str. Helene from Hawaii, 7:45 a. m.

Str. Claudine from Maui, 1:10 a. m.

Str. Iwaland, from Kauai, 5:30 a. m.

Str. Alaskan, from San Francisco,  
7:40 a. m.

Str. City of Rangoon, from Panama,  
8 a. m.

DEPARTED

Gas, str. J. A. Cummins for Oahu  
port, 7:30 a. m.

Str. Y. Pasqueira for Australia, 11  
a. m.

Str. Mauna Kea for Hawaii, 5:10 p. m.

Str. Mauna Kea for San Francisco, 4:10  
p. m.

Str. Mauna Kea for Hilo, 10 a. m.

Str. Mongolia for San Francisco, 4 p.  
m.

Str. Helene for Hawaii, 5 p. m.

Str. City of Rangoon, for Vladivo-  
stok, 3:30 p. m.

Str. W. G. Hall, for Kauai, 5:30 p. m.

Str. Iwaland, for Kauai, 5:30 p. m.

Str. Matsonia, for Hilo, 5:30 p. m.

PASSENGERS

Arrived

Per Pacific Mail S. S. Mongolia from  
Hilo, 2:30 p. m.

Per S. S. Mauna Kea from Hawaii, 7:20  
a. m.

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## Honolulu Stock Exchange

Thursday, May 27, 1915.

NAME OF STOCK

Ala. & B. & C. Co. \$3,000.00

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